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Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

APRIL 1976

Safety Includes Everyone

Management experts often use the phrase "everyone's job is no one's job" in emphasizing the need for clear lines of responsibility to insure efficient job performance. While recognizing the need for individual responsibility, there is an area where sharing of responsibility is most important.

Safety is a responsibility that must be shared by everyone. Everyone is concerned with his own physical security, and everyone has a responsibility to help assure the safety of his fellow workers. Nowhere is that more true than aboard a ship at sea where a crewman can protect or endanger the lives of his fellow crew members by his own actions.

I am proud of the safety record that MSC seagoing personnel have achieved. In the past calendar year, we have had only 3 disabling accidents for every million man-hours of exposure. That is half the rate of the commercial maritime industry, which was slightly more than 6 accidents per million man-hours.

There are a number of reasons for this record. Training obviously contributes to safety. Effective maintenance of equipment and ships also is important. But, most vital is attitude—the perception each individual has of his responsibility to himself and to his crew mates.

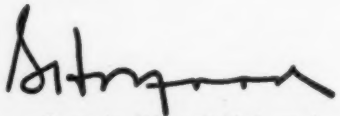
The man who practices safe work habits does so because he understands the consequences, not necessarily because he seeks to produce a number which looks good on a safety report. He is more interested in making certain he does not break a leg or an arm.

Those are strong motivations. And yet, some people risk their lives by taking shortcuts, or using poor judgment. They gamble that faulty equipment will work one more time, or they feel uncomfortable wearing safety glasses, helmets, belts or shoes. Vanity can motivate a few people to take unnecessary risks. However, more accidents probably result from a lack of attention or concentration than any other cause. Forgetfulness, daydreaming, call it what you want, can be deadly. So can fatigue, whether the result of too many hours spent in pursuit of a good time, or too many hours on the job.

In 1975, the Military Sealift Command, Atlantic experienced only two disabling accidents per million hours. Some command ships had perfect records with no disabling injuries during the year. Included were Bowditch, Kingsport, Range Sentinel, Redstone, Lynch, Mizar, Wilkes, Mosopelea, Atakapa and Bartlett. Others with perfect marks were Neptune, Pawcatuck, Victoria, Mirfak and Falcon Countess.

Also recording zero rates were Chauvenet, DeSteiguer, Kimbro, Lipan, Rincon, and Meteor. Crews of these ships are to be congratulated.

It is obvious, in a profession as hazardous as seafaring, that a zero accident rate is a challenging objective. It requires much attention to the details of accident prevention. It demands individual effort. Nevertheless, perfection is the goal for which we should strive. Anything short of perfection has to be unsatisfactory—especially so for the accident victims. How can we improve on our already impressive safety record? By continuing to realize that safety is everyone's responsibility.



Commander, Military Sealift Command

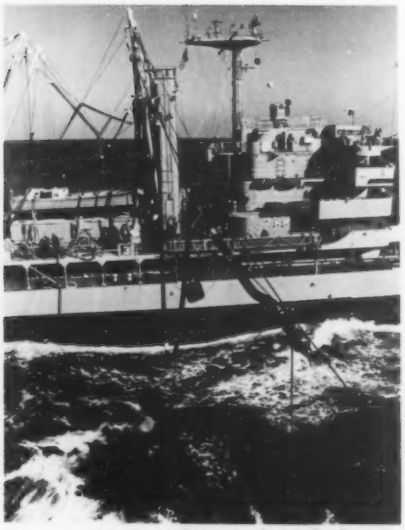


Photo by Louis R. Granger

COVER: An oil hose snakes its way to Rigel from USS Neosho. See story page 4.

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Rigel Joins the Fleet

By Louis R. Granger

Rigel crewmen stand by as a hose connection from USS Neosho heads for its mark.

Ice must be cleared before training can begin.

Military Sealift Command's seagoing supermarket was heading for her first rendezvous early this April adding a new dimension to the command's fleet support role.

USNS Rigel, MSC's first stores ship, will supply units of the Navy's Sixth Fleet in the Mediterranean.

Rigel took on a single load of chilled, frozen and dry stores at the Naval Supply Center at Norfolk in March for a 45-day voyage. After this mission, the vessel will carry double loads valued at $2 million for 60-day round-trips.

Launched 21 years ago last month as a high speed, large-capacity, fully-refrigerated Navy stores ship, Rigel was transferred to MSC last June. The Navy operates two more stores ships, USS Vega, a sister ship to Rigel, which serves the Seventh Fleet in the Pacific, and USS Denebola, an older Victory class vessel that will be decommissioned this fall.

Following ship modifications at the Bethlehem Steel Corp. shipyard in Baltimore and crew training at Cheatham Annex near Norfolk, Rigel and her Civil Service crew, plus a 17-man military communications detachment, headed out of Norfolk at dawn on January 19 for underway training. She returned to Norfolk early last month for her first load of groceries under MSC operation.

Although early training went smoothly, there were immediate mechanical problems that temporarily upset an otherwise routine training exercise.

Two hours before departing Norfolk for training with the Navy oiler USS Neosho, the main motor of the RPM indicator (tachometer) burned out, and just before joining the Neosho that day both bridge radar scopes stopped operating.

To Chief Engineer Van M. Altman, the motor problem "was very good casualty training. We had to gauge the RPMs by steam pressure. We marked on the steam gauge in the engine room approximately what every five revolutions would be. When we got RPM changes from the bridge we opened or closed steam pressure, depending on whether they wanted to speed up or slow down. It wasn't a serious problem, and we were able to cope with it."

For Rigel master Manual G. Vieira, however, the situation was a bit more strained. "The tachometer is important because without it, it is difficult to stay alongside another ship," he said. Altman's steam gauge markings apparently worked and the Neosho and Rigel steamed alongside at 12 knots and about 120 feet apart, passing replenishment rigs without incident.

That evening, during maneuvering operations, one radar was repaired, restoring visual contact with other ships at night.

On Rigel's second day at sea, MSC Commander Rear Adm. Sam H. Moore boarded the ship by helicopter, the first time a helo had landed on the vessel since taken over by the command. The Navy helo also brought spare parts for the tachometer. With Admiral Moore were Capt. Richard J. Dietz, fleet support coordinator;

Hausers are taken in as Rigel begins training off Virginia.

Master Manuel Vieira (right) discusses training with John Butz, first mate.

Capt. Charles F. Richelieu, commander of Service Group Two at Norfolk; and Lt. John F. Howard, aide to Admiral Moore.

In recounting the first day's training, Captain Vieira said, "It went very well indeed. I must give the first engineer (Leonard C. Kelly) credit. He gave us the right RPMs."

Lt. Cmdr. Michael Wheat, fleet support coordinator at MSC, Atlantic, echoed the captain's opinion. "Although we haven't done any breakout (moving cargo from the holds to deck), the training so far has been excellent. Rigel has a good crew and I don't foresee any problems."

Neosho remained with Rigel for two more days during which various types of replenishment rigs were used to pass dummy cargo between the two vessels. Captain Vieira, in a message to Service Group Two, noted that all operations "were completed in a smooth efficient manner with no confusion.

"A tremendous amount of training was accomplished in a short period of time indicating time at sea well spent. It will be a pleasure to again exchange rigs with Neosho anytime, anyplace," he said.

Following maneuvers with Neosho, Rigel joined units of the Second Fleet in a combined naval readiness exercise. Second Fleet training included surface-to-air missile exercises, anti-submarine warfare procedures and multi-threat tactics. Underway training for Rigel was minimal until she reached Guantanamo Bay in late January to operate with the Fleet Training Group there.

Modification of cargo moving gear, made while the ship was in a Baltimore yard, "means we can produce more in less time," said Captain Vieira.

Lifting capacity of the two elevators leading from the main deck to the helicopter platform was increased to 10,000 pounds each. The elevators previously could not lift even a 4,000 pound forklift.

Rigel carries 29 forklifts, eight

Chief Electrician Gilmer Ellington checks electrical switchboard in engine room.

MSC Commander Rear Adm. Sam H. Moore (foreground) visits Rigel. Other visitors from left are Lt. John Howard and Capt. Richard Dietz, both from MSC headquarters, and Capt. Charles Richelieu, Service Group Two.

more than available when the ship was Navy manned. Battery charging equipment for the forklifts also have been added in four of the six cargo holds. Before MSC took over Rigel, there were none and the forklifts had to be recharged on the main deck.

Rigel normally will carry about 98 Civil Service mariners and 17 military men. During initial training, however, extra crewmen were aboard to provide a source of experienced replacements and augmentees for future operations. When Navy manned, Rigel carried approximately 230 crewmen, some of whom manned weapon systems and carried out military functions unique to Navy manned ships.

Lt. Cmdr. Harvey F. Richt, who heads the 17-man military detachment, was assigned to Rigel in June 1972 and is to remain on board several more months. With nearly four years on the ship, he is "very optimistic about the future of Rigel.

"What impresses me is the professionalism. The modifications made to the ship have cut down on the crew size and the operations should work just as well if not better," he said, noting that by increasing the lifting capacity of the elevators MSC was able to reduce crew size.

"Experience has shown that if you do it with the best people and equipment you'll save money," Commander Richt said. "I think MSC will."

Commander Richt is responsible for shipboard communications and administration of the detachment. Richt also acts as liaison between Navy ships and Rigel. Two of his crew, DP2 George C. Hoover and DPSN Robert L. Nolan, operate the data processing computer which determines what cargo is on board and where it is, and does the billing.

Weekly reports are sent to the Naval Supply Center in Norfolk listing commodities "sold" or transferred to Sixth Fleet ships,

Underway replenishment means careful watch and steady steering. At helm is Able Seaman Menas Karavas. Second Officer Virgilio Rigobello (left) keeps contact with cargo officers. At right is First Officer John Arens.

Lt. Cmdr. Harvey Richt, head of the military detachment, helps himself to coffee, a staple aboard any vessel.

Rigel crewmen are well fed. Chief Steward Edward Thompson (center) discusses menus with Cook-Bakers Hollum Daniels (left) and Simpson Machen.

the categories (dry, frozen or chilled goods), and their cost.

A year ago Chief of Naval Operations Admiral James L. Holloway, III said the transfer of Rigel to MSC should save the Navy approximately $6 million a year.

Except for consolidation with other fleet support ships, a little more than half of Rigel's 6,700 measurement tons of cargo, valued at $2 million, will be transferred by helicopter. A maximum helo lift is about 4,000 pounds or approximately three pallets of cargo. In a consolidation between stores ships as much as 1,000 pallets are moved, too much for the helos. Rigel can pass cargo by six other means, the difference being type of rigs used and where they are connected to the ship.

Aside from crewmen needed to keep the ship running and for lookouts, nearly everybody gets into the act during underway replenishment. Hatch teams that palletize the cargo in the holds and help get it on deck consist of cooks, bakers and stewards. Hatch captains who keep cargo records are yeoman-storekeepers.

Also, Rigel has two first mates, John W. Arens, former master of Arctic supply cargo ship USNS Mirfak, who handles administrative details, and John V. Butz, cargo specialist. Two third officers also are required. They are Michael J. Kucharski, a 1975 graduate of the State University of New York Maritime College, and Christopher R. Jennette, a retired Navy commander who once served as commanding officer of the MSC office, Hampton Roads, Va. Second Officer is Virgilio Rigobello, a naturalized U.S. citizen born in

A Navy helicopter approaches Rigel with visitors.

Crewmen take up slack in a line between Rigel and USS Neosho.

Italy where he received his early maritime training.

Kucharski has the additional duty of landing signal officer during helicopter flights. He is responsible for guiding the helos onto the flight deck and getting them off again.

Unlike crews of many point-to-point merchant ships and Navy manned fleet support vessels that get into port relatively often, Rigel crewmen may be at sea 60 days at a time, and crew morale is an important consideration. Movies are shown every evening and films are exchanged with Navy ships. But perhaps the biggest morale booster aboard Rigel and other MSC ships is the food.

Chief Steward Edward W. Thompson said his early experience with the Rigel crew concluded that "they apparently are easy to satisfy. They like the usual, steak, potatoes, rice, fish and a lot of them are satisfied with just hamburgers and french fries."

Three entrees are offered at each meal and Chief Thompson tries to offer meals that please varied tastes of the crew.

"We try to provide good old American food with some Spanish and Italian dishes. And since a lot of the crew are from the south, we have to put some soul food on.

"Good food keeps up morale. Once the men start grumbling over the food, then we have problems."

Although Rigel will not resupply Navy ships with fuel or ammunition, Captain Vieira believes the "customer is always right. We'll give them what they want. And if they need fuel or water, then we'll give them fuel and water right out of our own tanks."

Men of the Rigel discuss

Seagoing Life

Manuel G. Vieira
The sea is his life.

If asked to describe in one word the crew of the USNS Rigel, the word probably would be 'diverse.' Backgrounds differ and ages are generations apart. But, reasons for going to sea are usually based on money, although in many cases that motivation is combined with a love of or fascination for the oceans.

No one crewman is typical of the others. For Capt. Manuel G. Vieira, Rigel master, the sea has always been his life as it was for his father and both grandfathers. His father sailed aboard Exxon tankers, one grandfather was first officer on a New Bedford whaler and the other was second officer aboard a sailing lumber ship operating out of Oakland.

Captain Vieira was born in Portugal of American parents and moved to the United States when he was 18. As a boy in Portugal he "put together model ships and stared at the sea." He did not fully decide to follow his inclinations, however, until his senior year of high school in Boston when he took a course in navigational mathematics.

"That was the turning point for me," he said. After graduation he attended a Boston navigational school and in 1950 enlisted in the Navy. He was discharged as a second class boatswain's mate in 1954 and joined Military Sealift Command. In less than 10 years he worked his way up from seaman to second officer aboard such ships as USNS Patch, Sagitta, Redbud and Marine Fiddler.

In 1965 he was promoted to first officer and three years later became master of USNS Wyandot. Before becoming the first civilian master of Rigel, he commanded the ocean-going tug USNS Atakapa.

One of the younger men aboard Rigel is 23-year-old third officer Michael Kucharski. Had he not chosen the sailor's life he might have been on his way to becoming a successful businessman by way of a family business. His father owned a Garden City, N.Y. candy factory but retired after a heart attack.

A graduate of the State University of New York Maritime College

Michael Kucharski

Made the right choice.

Edward Nanartowich

Getting experience.

in May 1975, Kucharski went aboard Rigel in June during its modification period. In addition to duties as third mate, he also is the helicopter control officer and is in charge of helo cargo loading, landings and takeoffs, and fire fighting.

"I did a lot of boating when I was young and at first I wasn't sure I was going to ship. At 18 I wanted to go into oceanography and was accepted at three schools," he said.

Kucharski changed his college major from oceanography to marine transportation and considered several careers including the Navy, Coast Guard and a shore job. "Right now I think I made the right choice. But I can't project the future. MSC has treated me well and it's a lot more interesting than industry. I like something to keep me busy, and when I'm busy I can learn more."

Another New York maritime college graduate is 22-year-old Edward Nanartowich. Although he has his third mate's license, he was unable to find a job in the tight merchant marine job market.

Nanartowich agreed to go with MSC as an able bodied seaman but hopes to get a berth as third mate in less than a year "and try to upgrade my license as soon as I can. I'll give shipping five years. After that I don't know. I'll just have to wait and see how things go."

A native of Highland Falls, N.Y., adjacent to the military academy at West Point, Nanartowich majored in oceanography and meteorology. "It's worse trying to get jobs in those fields than shipping so I applied to about 20 shipping companies including MSC and MSC had the first job available. American Export had a job as third mate beginning in May, but I couldn't wait. I needed the money."

Nanartowich feels he will get valuable experience in diverse jobs aboard Rigel.

Although surrounded by water, he will get little chance to engage in his favorite sport, swimming. Nanartowich spent four years on the school's swimming team and last year the school won, for the first time in its 100-year history, the New York metropolitan championship. Nanartowich earned five

Calvin Colbert

Looking for a career.

Rudolph Smilek

Making a living.

medals and was beaten by only one other swimmer who won six.

A 28-year-old newcomer to shipping is a former VISTA volunteer who is trying out MSC in the hopes of finding a career.

Calvin Colbert of Lakeland, Fla. spent one year studying at Florida A&M University and then joined VISTA in Omaha, Nebr. While there he won a scholarship to Creighton University, also in Omaha. After a short stay there he moved to New York as a clerk for the New York port authority. Since then he has worked for the Washington, D.C. Board of Education, PRIDE Inc., Social Security Administration and the New York City Board of Education where a former merchant seaman talked him into applying for a job with MSC as a yeoman-storekeeper.

"All I had to do was pass a typing test which I did. I got a letter saying I could be hired and I took that to the Coast Guard and in 45 days I had my seaman's papers," he said.

That was last June and as soon as he was on the MSC payroll he attended school in Brooklyn for yeoman training. He also received fire fighting training at Freehold, N.J. Colbert boarded Rigel on January 8 in Norfolk.

In addition to his yeoman work, he stands bridge watch as a lookout and during fire drills is a telephone talker between the bridge and the after steering compartment. During underway replenishments he is a hatch captain keeping records of the cargo transferred to Navy ships.

"I plan to sail for one year and reappraise the job, but I'm pretty sure things are going to work out. I hope to take a correspondence course and become a purser," Colbert said.

The oldest Rigel crewman is 67-year-old Rudolph Smilek, an able bodied seaman and watch stander, who began sailing 41 years ago in 1935 with Standard Oil, now Exxon.

During World War II Smilek sailed as third mate on merchant ships under the War Shipping Administration. "We were shot at but not hit," recalled Smilek. After the war he went ashore and worked in the construction business and in the 1950s for the Phoenix, Ariz. parks department. In 1964 he moved to Austin, Texas where he has a home, wife and two sons. A third son joined the Navy in December.

He shipped with MSC that year and feels the command is better to work for than most shipping companies. "It's steadier work and better job security," he said.

Working on fleet support ships "is different than regular sailing," he said. "There's a lot more work. I do everything—operate a forklift, signalman, line handler, helmsman. Right now it's a little confusing, but once we get into it, it won't be complicated."

Smilek plans to retire after his 16-year-old son gets out of college and that will make Mrs. Smilek happy. "She doesn't like me going to sea, but it's a matter of money. I must make a living," he said.

Messman Narciso S. Tan is another Rigel crewman who spent a lifetime at sea. Born in 1910 in the Philippines, Tan came to the

United States when he was 21 in 1931 and in 1942 joined the Army Transport Service, working in the stewards department. He worked his way up to chief steward aboard the Army transport Ozark and saw action in the South Pacific.

After the war he sailed with Seafarers International Union and National Maritime Union. After two years ashore, he returned in late 1949 and in 1951 sailed with the MSC troop ship USNS Upshur as dining room steward, and later as second steward. Tan was second steward aboard USNS Darby and has sailed aboard the USNS Mission Capistrano and Greenville Victory.

He was aboard Greenville Victory during the evacuation of South Vietnam last year. "That was hard work but it was humanitarian and worth it," he said. (See June 1975 Sealift)

Tan, at 66, has enjoyed his years at sea, and his wife, a native of Long Island, has understandingly put up with it. "She told me that if it's what I want to do, then do it," he explained. Tan does not plan to try and work his way back up to chief steward. "I'm getting old. I'll stay with this."

If there is any mariner aboard Rigel who considers himself typical it is Vincent J. P. Manzari, a 53-year-old boatswain's mate from Lindenhurst, Long Island.

"I guess I'm somewhat typical of the professional seaman. I find the job very interesting and have a feeling of pride in what I'm doing," he said.

Manzari is a team captain and works with seven other men who set up the rigs for underway replenishment, except for helo operations.

"Considering most of us are green at this I think it's going very well," he said during the initial underway training with USS Neosho. "It should be a smooth operation. These men are experienced seamen. All of them have handled cargo before and with some adaptation there won't be any problems. But I never expected to be doing something like this. I thought the older you get the easier you take it. It's the other way around. It's a lot of hard work, but we're doing something new and creating a future for other seamen. If this operation is a success, then more ships will follow and that means more jobs."

Manzari went to sea in 1940 when he was 18. He was in Pearl Harbor on Dec. 7, 1941 aboard the survey ship USS Sumner when the Japanese attacked. Sumner was not damaged. He stayed in the Navy until 1946 and went ashore and raised a family. A son and daughter are now in the Navy.

"So you can see there's saltwater in the family blood," he said.

Living in the suburbs of Long Island and doing foundry work, Manzari said he always dreamed of going back to sea. In 1964, when foundry work became unsteady, he went with MSC. Although his wife at times had misgivings about long separations, they have adjusted.

"I find peace and contentment at sea," he said. "But I have great respect for it too."

That feeling, perhaps, is the common denominator among Rigel mariners.—L.R.G.

Narciso Tan
A good life.

Vincent Manzari
Proud to be a seaman.

USNS Navasota sets to sea.

Navasota

Supporting the 7th Fleet

USNS Navasota joined the Military Sealift Command fleet support force after completing sea trials in late January. Navasota, which was turned over to MSC by the Navy in August 1975, has been overhauled and modified for Civil Service manning under the direction of MSC, Pacific.

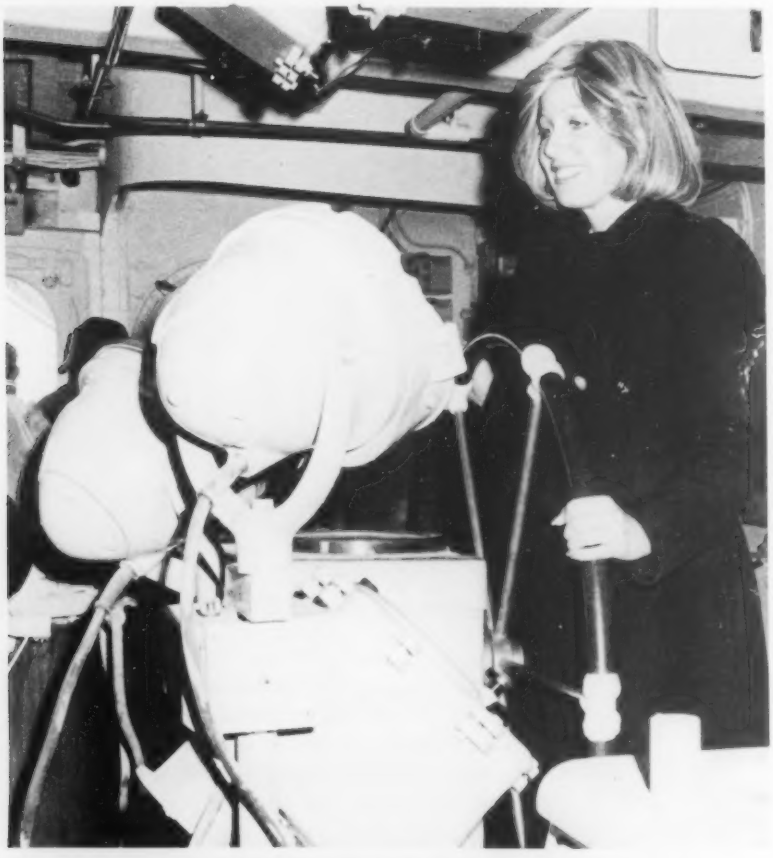
Navasota replaces USNS Taluga, which has been supporting the U.S. Navy's 7th Fleet in the Western Pacific Ocean. Taluga is in a ready reserve status and can be reactivated within 30 days.

On February 14 Navasota left the Oakland area for Subic Bay, P.I. and her initial fleet support operations. She carries a crew of 108 Civil Service mariners and a 16-man Navy communications detachment.

Navasota master is Capt. Gottfried Krull, former master of USNS Mispillion. Among key members of her crew are Lloyd Haugh, first officer; Harold Boles, chief engineer; Clifford Keyes, chief steward, and Edward Zegydryn, purser. Lt. Cmdr. Kenneth W. Peck is in charge of the military detachment.

On board Navasota January 26 for her sea trials were MSC, Pacific employees Gordon Catron, tanker and oceanographic ship engineering division director; Lt. Kay Riordan, public affairs and military personnel officer, and PH1 Ken Nale.

Lt. Kay Riordan takes turn at helm during sea trials.



Navasota, primarily a supplier of petroleum products, also has a limited capability to transfer stores, increasing her value to the fleet. "When you're in the middle of the ocean and you suddenly need a crate of lettuce, you can't run to a Seven-Eleven," said Catron, whose division engineers designed the modifications.

Navasota can provide frozen stores from four portable reefers, each with 1,800 to 2,000 cubic feet capacity. Tanks aboard the oiler store 200 tons of fresh water, one more commodity the vessel can supply.

Crew and officer quarters were almost completely redone to meet MSC standards, with no more than three crewmen in a room. Toilets and showers were added, and all crew areas were repainted and retiled.

One galley now serves both the officers and crew mess, which was upgraded by addition of new table tops, ice-makers and other equipment. Mess halls double as lounges and as screening areas for movies.

One morale-booster aboard Navasota is piped-in music. A 16-hour tape of music can be broadcast through speakers in all recreation areas.

Built by the Sun Shipbuilding and Drydock Co. in Chester, Pa. and launched on Aug. 30, 1945, Navasota is 646 feet long and has a 15-foot beam and 35½-foot draft. A midsection was added to the ship in the 1960s, increasing her capacity to approximately 150,000 barrels.—C.B.B.

MSC, Pacific director of tanker and oceanographic ship engineering division Gordon Catron (left) discusses Navasota performance with Capt. Gottfried Krull.

Moore-McCormack photo

Moore-McCormack Lines' Mormacdraco arrives in Rio de Janeiro. Rio was the first port visited by a Mooremack ship 63 years ago.

Moore-McCormack Lines began a

New Era of Shipping

By Robert E. O'Brien

The 63-year history of Moore-McCormack Lines, Inc., is a dramatic chronicle of American pioneering in foreign trade.

A new era in Western Hemisphere shipping began in July 1913 when the 315-foot-long, 2,562-gross-ton freighter Montara, chartered by the then unknown firm of Moore and McCormack Co., Inc., steamed into Rio de Janeiro's harbor. It was the first visit by a U.S. flag vessel to the South American port in 26 years.

Success of the Montara's voyage encouraged the new firm to continue its interest in South America and opened an avenue of international trade between the Americas.

The American Republics Line, as it became known in 1925 (at that time a freight service only), grew rapidly. By 1917, ships operated by Moore and McCormack (Mooremack) made 15 sailings to South America. In 1918 the number rose to 18 and it steadily increased in the following years.

At first Rio was the only port of call. In due course, Pernambuco, Bahia and Santos were added, then Montevideo. In 1919 the Nantahala introduced the company's house flag as far south as Buenos Aires. Mooremack chartered more ships—the Seguranca, Graecia, Anglia, Calabria, Malm and Fager—and operations grew to an impressive size.

Moore and McCormack also was becoming identified with coastwise operation. At an early stage in its history, it was operating coal fleets for the Clinchfield

Coal Co. along the Atlantic seaboard and at the same time was engaged in general cargo transshipments between coastal ports.

With all of the Seven Seas available, Moore and McCormack paused to consider the areas most likely to need a first-class shipping service. The company began a service to Ireland, with stops in Cork, Dublin and Belfast, but, by 1925, realized that there was insufficient cargo for the westbound run, and the service was discontinued.

In 1918 the company branched out into Scandinavian service, beginning with a voyage of the Catalonia. The new route developed rapidly and by the early 1920s Moore and McCormack became the dominant American flag steamship company serving Norway, Sweden, Demnark and Finland.

Two other services were started in 1920 and 1921 to the Middle East and India. Mooremack ships called not only at key ports of the Indian subcontinent and the Mediterranean but also they visited Soviet Black Sea ports, including Odessa, Sevastopol, Novorossick and Batum. This was the first time American flag ships had called at Soviet ports.

About eight years later, Mooremack followed up this pioneer contact with the Russians. In World War II that turned out to be a good thing for the mutual experience in operating methods helped immeasurably in expediting lend-lease programs.

Moore and McCormack was so successful in the Baltic trade that in 1924, when the U.S. Shipping Board undertook the complete reorganization of American shipping services, the newly designated American Scantic Lines was turned over to the company for operation. In 1927, the firm purchased American Scantic Lines.

Meanwhile, the coastwise service of Moore and McCormack had been reorganized to form a link between the Atlantic and Gulf Coast ports. Beginning as a route between Philadelphia and New Orleans, it grew rapidly, extending in 1927 to the newly opened port of Corpus Christi, Texas.

In 1928 the Russian port of Leningrad and the Polish port of Gdynia were added to the Scantic service. In the course of this expansion, Mooremack played a major role in transforming the small fishing village of Gdynia into a valuable seaport serving not only Poland but also all of Central Europe.

In the early 1930s four Hog Island freighters were converted into combination passenger-cargo carriers, each with facilities for 90 passengers. The "Scan" ships, SS Scanmail, SS Scanpenn, SS Scanstate and SS Scanyork, were soon known for their unusually high quality service. The ships averaged 5,300 gross tons and had a speed of 13 knots. Eastbound from the United States about 40 per cent of the cargo consisted of automobiles. Westbound the vessels brought back mostly woodpulp and paper. These same vessels served as troopships during World War II.

Through the thirties, the company's coastwise service underwent a significant expansion marked officially by the change in name which grouped the various routes as the Mooremack Gulf Lines. By 1936 when a company freighter opened the ports of Brownsville, Texas, Moore McCormack ships linked the entire seaboard from New England to the Mexican border. Towards the end of this decade commercial interest showed a definite fall-off, and Mooremack turned elsewhere.

In 1936 with the creation of the U.S. Maritime Commission, there came into play a powerful new force dedicated to the advancement of American shipping. A profound influence upon the company's future was passage of the Merchant Marine Act of 1936 which encouraged construction of new tonnage for U.S. flag operations. The legislation brought great activity in the nation's shipyards. The building program which the act initiated eventually resulted in construction of the ships necessary for World War II. The first new cargo vessel constructed under this act was assigned to Mooremack.

In the summer of 1939, the first of six new C-2 freighters, christened Donald McKay, sailed in the Baltic service inaugurating this phase of the United States' new shipping policy. She was a 6,000-deadweight-ton ship, 459 feet long, with a beam of 63 feet and draft of 40 feet. Her designed speed was 15½ knots, and Donald McKay had accommodations for 12 passengers.

In the next year five more ships of this type were

Moore-McCormack photo

Mormacbay, a breakbulk cargo ship, carries a range of general cargo in foreign trade.

launched: the steamships Mormachawk, Mormacwren, Mormacdove, Mormacgull and Mormaclark. All were assigned to the Scantic Lines service.

Responding to President Franklin D. Roosevelt's call for a regular U.S. flag passenger line service to the South American East Coast, three of the nation's finest ships, California, Pennsylvania and Virginia, were redesigned for the American Republics Line. They were renamed the Brazil, Uruguay and the Argentina, and became know as the Good Neighbor Fleet. During the same period the company acquired seven freighters. This expansion was such an important milestone in company history that it called for a complete reorganization, including a change of the company name to Moore-McCormack Lines, Inc., in the fall of 1938.

War, a reality in Europe and destined soon to involve the United States, failed to deter company expansion. In the spring of 1940 a cargo service between the U.S. West Coast and South America's East Coast, known as the Pacific Coast-Argentine-Brazil service, was acquired by the company and renamed the Pacific Republics Line.

During World War II, as agents of the War Shipping Administration, Moore-McCormack Lines operated 707 different merchant vessels on 2,199 voyages transporting approximately one million troops and more than 20.4 million tons of cargo for United States and allied nations. Forty-two vessels owned or contracted for by Moore-McCormack Lines went to war. Some were completely converted into battle craft or auxiliaries. Others served as troop and cargo carriers.

Immediately following the end of the war, Mooremack resumed cargo service on all three of its peacetime trade routes and made a commitment to purchase seven new C-3 type cargo vessels. Operations continued on a scale almost as large as the wartime record levels.

Launched in 1960, Mormacpride was first of eight similar cargo liners.

Moore-McCormack photo

In 1946, Mooremack operated 41 ships of its own and more than 41 others chartered from the Maritime Commission. The peak was reached in 1947 when operation of 76 chartered ships supplemented the role of the company's owned fleet.

During the Korean War, Moore-McCormack ships again played a vital role. Four vessels were chartered to the Military Sea Transportation Service (now Military Sealift Command) for operation, and the Mormacsun was among the first to land military equipment in Korea.

The Meredith Victory, under Mooremack operation, astounded the world in December 1950 by rescuing, in one voyage, 14,000 refugees fleeing the advancing Communists in North Korea. During much of the four-day journey the 14,000 people were so tightly packed aboard this 8,000-ton, 455-foot ship that they had to stand on open decks. All were delivered safely to Pusan.

In 1957 the company acquired the Robin Line Service which traded between the U.S. East Coast, South and East African and Indian Ocean ports. The fleet, consisting of 12 vessels, some especially designed for the African trade, was among the finest in cargo service at that time.

Entering its second half century, the company launched a $400 million fleet replacement program. The first step was the construction of two luxury liners, Brasil and Argentina, for the South American run. The twin liners replaced the old Brazil and the Argentina, which were retired with the Uruguay.

The second phase in the company renewal program was initiated in February 1960 with the launching of the SS Mormacpride, the first of eight modern C-3-1624 cargo liners scheduled for service in the company's foreign trade routes.

In January 1964 another step in Mooremack's extensive ship replacement program was realized with the christening of the first of six giant C-4 type Constellation Class vessels, the SS Mormacargo.

Heavy-lift crane on Mormacdraco makes the vessel self-sustaining.

Moore-McCormack photo

These ships introduced the first automated engine room to the U.S. Merchant Marine.

In 1968 the company placed in service, SS Mormacsea, the first of our combination roll-on, roll-off container ships designed and built in the United States. The sister ships Mormacsky, Mormacstar and Mormacsun, each with a displacement of 27,730 tons, a bale cubic of 1,300,000 feet and an operating speed of 25 knots, were known in maritime circles as the "Sea-bridge Class."

In 1975, responding to a slow but steady growth in the use of containers, coupled with continued need for breakbulk, unitized, heavy lift, deep tank and reefer capacities, Moore-McCormack carried out major modifications on two of the Constellation Class vessels assigned to the company's South American trade route.

Mormacdraco and Mormacaltair were fitted with midbody sections which lengthened each by 115 feet and provided them under-deck, cellularized container capacity. An important part of each conversion was the installation of three 20-ton cranes, designed and located to insure complete self-sustaining capability in the carriage of containers and to extend the vessels already significant heavy-lift capabilities.

Moore-McCormack Lines, Inc. carries a full range of general cargo, from breakbulk to containerized freight, between Atlantic Coast U.S. ports and East Coast South American ports in its American Republics Line service, and between the same U.S. East Coast ports and those in the Republic of South Africa, Mozambique and East Africa in its Robin Line service.

Together with the other national flag lines of countries on its trade routes, Mooremack continues to expand and improve ocean transport and port and internal transit shipper services.

On a national basis the company fulfills a significant role in the promotion and welfare of the U.S. Merchant Marine through active participation in the National Maritime Council and the American Institute of Merchant Shipping. ⚓

Robert E. O'Brien, president and chief operating officer for Moore-McCormack Lines, joined the company in 1940 after graduating from Villanova College. He has held administrative positions at the company's marine terminals and executive offices. During World War II he was a naval officer aboard destroyers operating in the Pacific and Atlantic Oceans.

In 1966 he was elected a company director and in 1968 was named senior vice president. He continued his climb within the company and in 1971 was elected executive vice president and in 1974 president and chief operating officer.

Mr. O'Brien is a director of the New York Shipping Assn. and the Maritime Service Committee, and chairman of the Liner Council of the American Institute of Merchant Shipping.

The Tall Ships Are Coming

By Cindy Buckley

Bluenose II will take part in Operation Sail. She has been a popular visitor to U.S. East Coast and Great Lakes ports.

It seems a fitting tribute to America, potpourri of the world, that more than 30 nations will be sending some of their loveliest ladies to help celebrate the nation's 200th birthday. Beginning May 2, the first of more than 200 windjammers expected to participate in Operation Sail, a 1976 bicentennial celebration, will take off on the first leg of a series of ship races. The race across the Atlantic to the United States will be sponsored by the British Sail Training Assn.

Operation Sail 1976 is a nonprofit organization headed by Emil Mosbacher, Jr., a former U.S. chief of protocol. Purpose is to get as many of the world's windjammers as possible to participate in bicentennial celebrations, and to raise money needed to fund the many events. Members of the organization include maritime officials, retired Navy and Coast Guard officers, yachtsmen (Mosbacher has twice defended the America's Cup), and volunteers.

Start of the races also marks the beginning of festivities that will culminate in a grand parade of sailing ships up the Hudson River from Verrazano Bridge to Harlem River, to just beyond the George Washington Bridge. New York City police estimate that a shoreside crowd of approximately five million will view the parade, along with more than 5,000 spectator boats and an international review line of 60 modern naval vessels.

So far, 14 "tall ships" are committed to participate in the grand parade. While there is no hard and fast definition of "tall ship," Jim O'Doherty, public relations official at Operation Sail 1976's New York City offices, says that most ships in that category measure 200 feet or more in overall length. A further characteristic, as common sense dictates, is that a "tall ship" be tall—over 127 feet high, or too

tall to pass beneath the Brooklyn Bridge.

The sailing ship races begin May 2, and ships leave from Plymouth, England and go to Tenerife in the Canary Islands. On May 23 the sailing vessels are scheduled to leave Tenerife for Bermuda, and on June 20 will leave Bermuda and race to Newport, R.I. For two days in Newport, June 28-30, Operation Sail plans an inshore regatta.

On July 1 the parade from Newport to New York will begin. Ships will take one of two routes, determined by whether or not they can navigate under the Brooklyn Bridge. Ships that can slip under the bridge will sail to New York Harbor via Long Island Sound. Those that can not—the "tall ships"—will sail an ocean passage along the south shore of Long Island.

"Little Operation Sail" will take place on July 2. Ten western Long Island Sound communities have invited crews of those ships that can pass under the Brooklyn Bridge to stay over at several ports to sample local food and take part in community events.

The band strikes up on July 3 when sailing ships will pass through New York's Hell Gate and East River, building up to the Grand Parade of Sail on July 4. The parade will be led by the U.S. Coast Guard training ship Eagle, a 266-foot bark. Twenty-eight other American sailing vessels, many privately-owned, will participate. The International Naval Review of anchored international naval vessels will be 19 miles long. Representing Egypt in the review will be Hurriya, the presidential yacht, built in 1865.

Approximately 100 U.S. Coast Guard vessels will patrol New York Harbor on July 4. The harbor will be officially closed that day.

While July 4 is the zenith of Operation Sail, it is by no means the end. On July 5, more than 200 sailing vessels will be open to the public at piers in the New York-New Jersey area, as will visiting international naval ships. The next day will feature a genuine New York City ticker tape parade, honoring crew members of all the sailing ships, which will wind from the Bowery to City Hall.

Ships will depart from New York on July 8, but not all will head straight for home. More than 50 American ports have requested visits from sailing vessels. Ports requesting calls range from Boston to San Juan, through the Great Lakes as far west as Duluth, Minn. Baltimore and Boston will probably have the most active independent programs, said O'Doherty, who estimates that sailing ships will continue visiting American ports until November.

There have been many surprises in this well-planned chain of events, centering around participants. The German Sailing Club and German Motor Yacht Club of West Germany announced they are forming a fleet of approximately 100 privately-owned yachts to join in the Grand Parade of Sail. More than 500 crew members, including families and friends of boat-owners, will arrive in Manhattan by air charter.

Nova Scotia announced that Bluenose II, one of Canada's most famous schooners, also will participate. The elegant 143-foot long black hulled ship, more than 125 feet high, will be the largest sailing vessel of the six representing Canada.

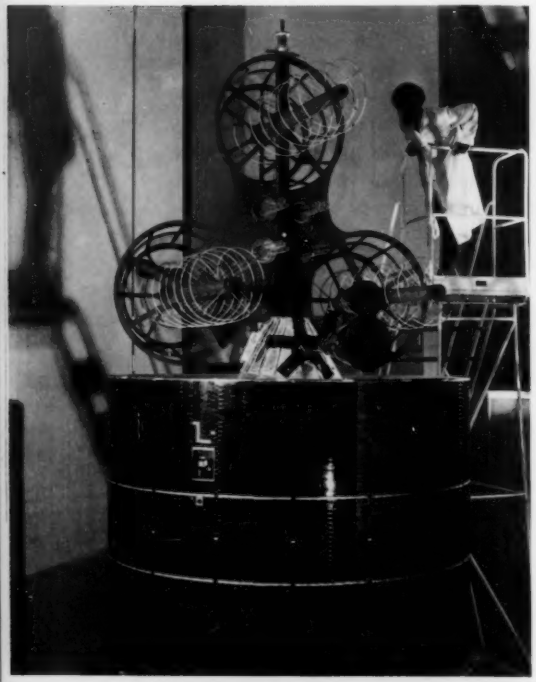
England's Sir Winston Churchill, a 135-foot, three-masted topsail schooner of England's Sail Training Assn., will visit the former "Colonies" during Operation Sail 1976. Her unusual contribution to the event will be her crew—mostly women cadets.

Operation Sail 1976 promises to be the largest gathering of square-riggers in the world in the past century. While its purpose is to honor the 200th anniversary of the United States, Operation Sail 1976 will at the same time pay homage to a class of ship that is majestic, historic and still useful today—the classic windjammer.

U.S. Coast Guard training ship Eagle will lead Grand Parade of Sail on July 4.

Satellites and the Sea

By Cindy Buckley



Comsat General Corp. engineers inspect the first maritime communications satellite, MARISAT. It was launched February 19 into a 22,300-mile-high orbit.

The U.S. Navy and Maritime Administration are two of the first subscribers to a new maritime satellite communications system. Called MARISAT, the system was designed by Comsat General Corp. and employs two earth-orbiting satellites to relay telephone and data communications between ship and shore almost anywhere in the world.

Now positioned high over the equator, the first maritime communications satellite was launched in February from Cape Canaveral, Fla. It provides service to ships anywhere in the Atlantic Ocean and Persian Gulf. Its Pacific counterpart will be launched in May. Together the satellites will provide immediate communications for almost the entire globe, missing only the polar regions, the Indian Ocean and an area off the west coast of Mexico.

A European-built satellite is expected to cover the Indian Ocean, possibly next year, and will be linked to the two U.S. satellites. In the 1980s the MARISAT system may be expanded to cover the polar regions, primarily because the escalating search for fuels, minerals and fish in those areas requires better communication. Meanwhile, John A. Johnson, president of Comsat General, points out MARISAT will provide a communications link for ships sailing in the most traveled sea lanes.

Each MARISAT satellite has a life expectancy of five years. A station at Southbury, Conn. will handle Atlantic traffic and another at Santa Paula, Calif. is responsible for Pacific communications. All ship-to-shore telecommunications will be processed through one of these stations. The stations are connected to telephone networks, with messages going by telephone to the shore based antenna. They then are beamed to the satellite for relay to the receiving ship. Routing is reversed for ship-to-shore communication.

The MARISAT satellites weigh 1,445 pounds each at lift-off, and are 12½ feet high with 7-foot diameters. Electric power for the satellites is supplied by solar cells that convert sunlight to electricity. Each satellite is equipped with antennas that point at the earth's center.

The satellite is in a synchronous orbit, which means that its position over the Atlantic remains constant as both earth and satellite orbit the sun.

Department of Defense will pay $23 million for the first year of MARISAT service, $18.4 million for Navy use and $4.6 for Army. About 75 per cent of the satellites' capacity during the first two to three years of operation has been committed to the Navy. One of the three frequencies in each satellite is an ultra-high band to be used exclusively by the Navy. Army will presumably use the terminals at coastal installations for shore-to-shore traffic.

First Navy ships to be equipped with MARISAT terminals, probably by June 1976, will be combatant vessels operating in the Mediterranean and Far East. Navy ships in the Pacific are expected to be equipped by the middle of next year when the second MARISAT satellite will be up. Shipboard equipment consists of a 4-foot diameter antenna above deck and a small, specially designed receiver-transmitter. Below deck will be a 350-pound console which incorporates a teleprinter and telephone units.

About 20 commercial ships al-

ready have been equipped with MARISAT terminal facilities and at least 25 orders have been received by Comsat General. However, Maritime Administration estimates that not more than 35 per cent of the U.S. merchant fleet will have adopted the satellite communications system by 1990 because of the high cost involved. Cost to shipowners for terminal and antenna is $52,700, plus installation charges. Message charges are $6 a minute for Telex and $10 a minute for voice channels.

Despite Maritime Administration's prediction, the agency itself has leased six satellite terminals which have been installed on ships owned by Chevron Shipping Co., Mobil Oil Corp., Moore-McCormack Bulk Transport, Pacific Far East Lines, Prudential Lines and U.S. Lines. Maritime Administration officials said they "will be used to develop advance shipping operation and management systems." Maritime Administration's project will be controlled from the National Maritime Research Center in Kings Point, N.Y.

Built by Hughes Aircraft Co., the MARISAT system is jointly owned, with Comsat General controlling 86.3 per cent of the $100 million venture. Other partners include RCA Global Communications, Western Union International, and International Telephone and Telegraph World Communications.

There are other potential uses for communications satellites in the maritime field. Comsat General points out that MARISAT is well suited for use by the offshore oil industry. Data collected on drilling rigs or ships is stored on magnetic tapes which are unloaded at docks and crated for inland shipment. Using MARISAT, data could be transmitted instantly from ship to shore to using facilities.

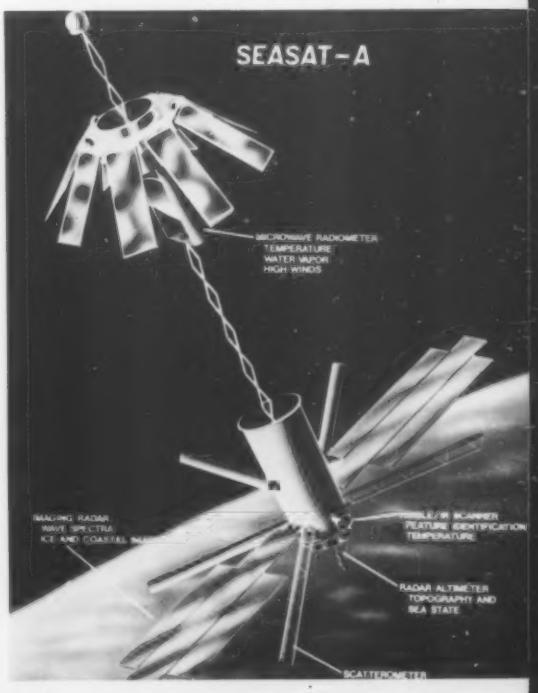
The National Academy of Engineering, following a recent study by a space applications team, recommended several other ways satellites could be useful to ship operations. Navigation and position-determination could be aided by satellites, they said. The Navy's navigation satellite system, already in use, is available to commercial shippers. It provides worldwide coverage, but its accuracy is limited to about one-half of a mile. It also is complicated and expensive.

The U.S. Government is funding several position-determination systems, including a Department of Defense satellite program proposed for the 1980s, called the Global Positioning System. Historically, nearly all radio navigation systems used by U.S. ships or aircraft for position determination have been developed by Department of Defense.

Two additional satellites that will provide information on weather and ocean environmental conditions are scheduled for 1978 launch. SEASAT-A will be the first ocean monitoring satellite and NIMBUS-G will be an ocean-color sensing satellite.

Obviously, satellite systems can serve oceangoing ships in many ways. Some projects require considerable money and more research, and will have to wait. But, those already in use or planned for the near future are increasing the effectiveness of the maritime industry and promise even greater benefits.

This is an artist's concept of SEASAT, the first satellite devoted to collecting ocean data.



New Names for Tankers

USNS Columbia ex Falcon Lady
USNS Neches ex Falcon Duchess
USNS Susquehanna ex Falcon Countess
USNS Hudson ex Falcon Princess
USNS Potomac ex Shenandoah

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